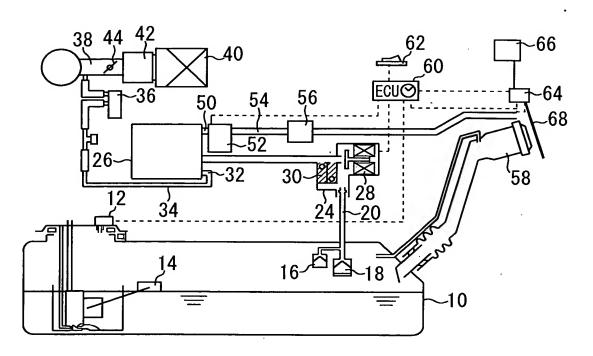
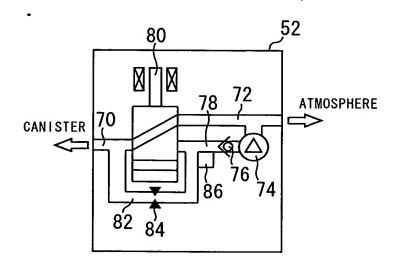
Fig. 1

(A)



(B)



ECU ENERGIZATION JUDGEMENT

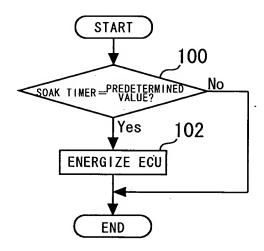


Fig.4

PRECONDITION & HC BLOW-BY OCCURRENCE JUDGEMENT

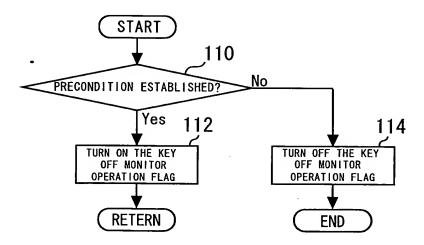
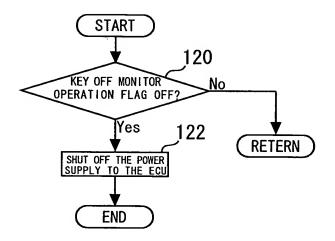
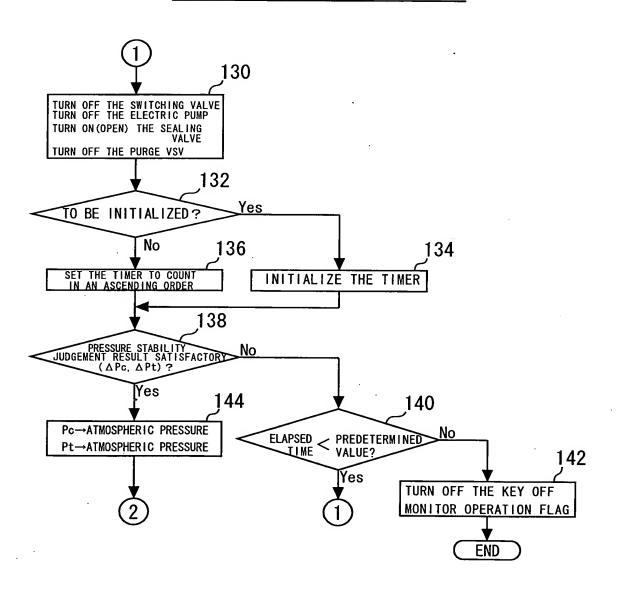


Fig. 5

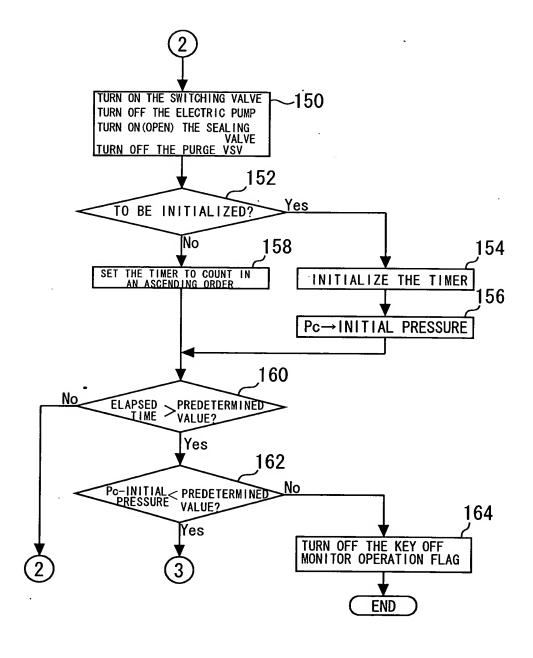
ECU POWER SUPPLY SHUTOFF JUDGEMENT



ATMOSPHERIC PRESSURE MEASUREMENT



EVAPORATION AMOUNT JUDGEMENT



REFERENCE HOLE REFERENCE PRESSURE MEASUREMENT

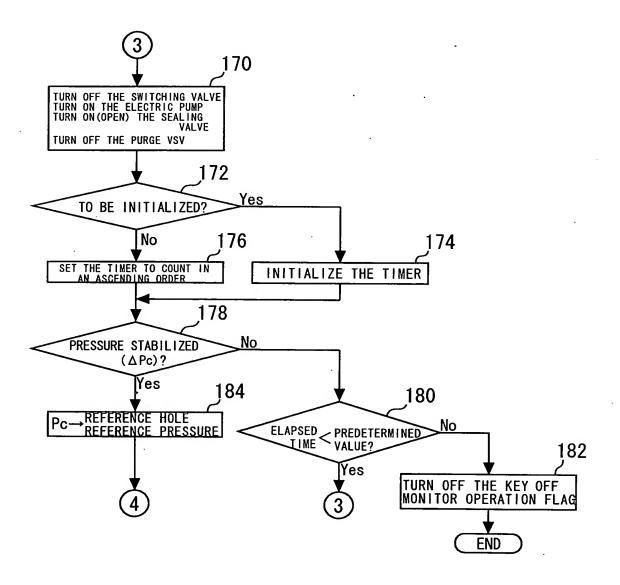
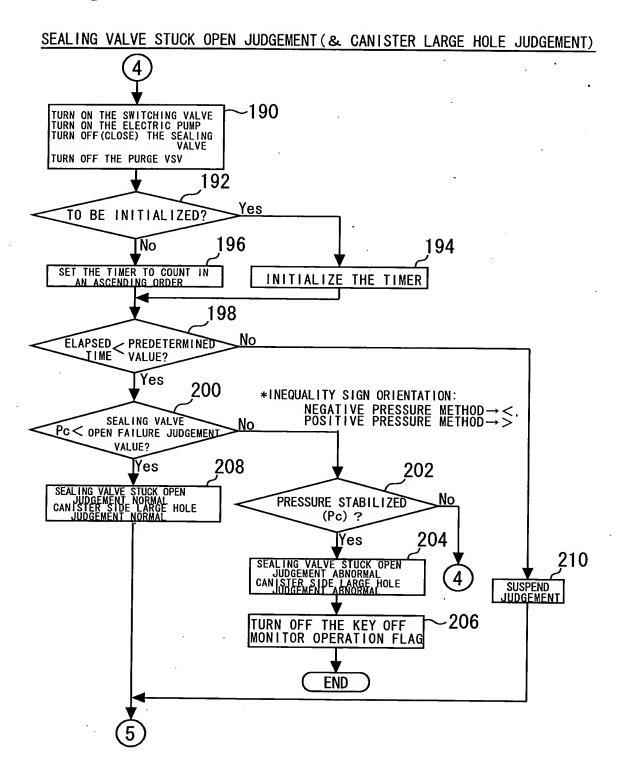


Fig. 9



SEALING VALVE STUCK CLOSED JUDGEMENT

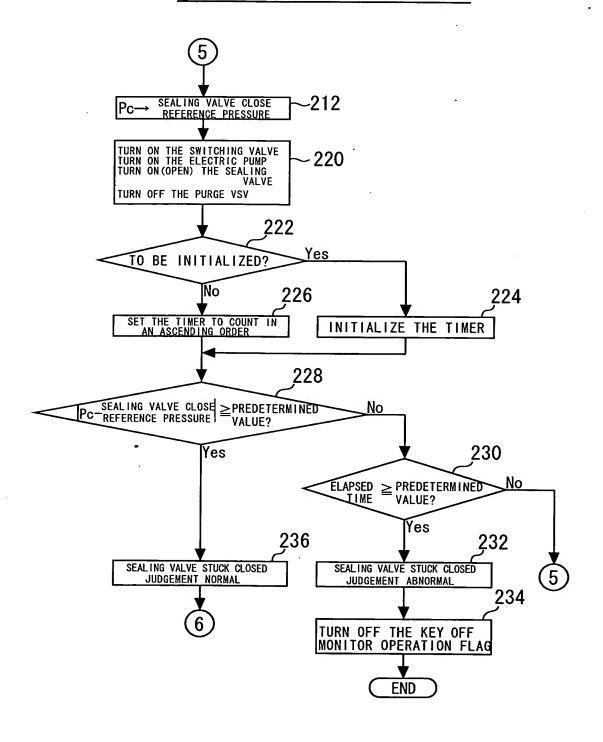


Fig. 11

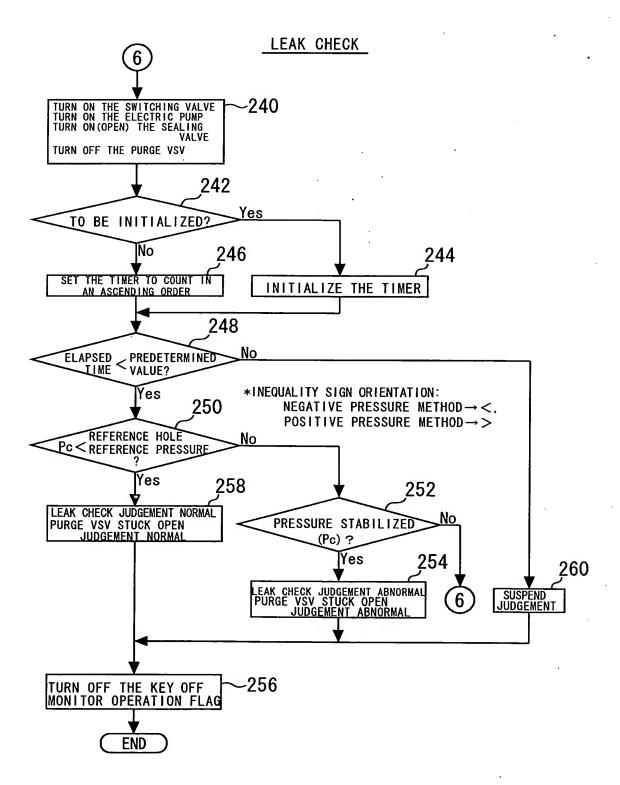


Fig. 12

SEALING VALVE STUCK OPEN JUDGEMENT (& CANISTER LARGE HOLE JUDGEMENT)

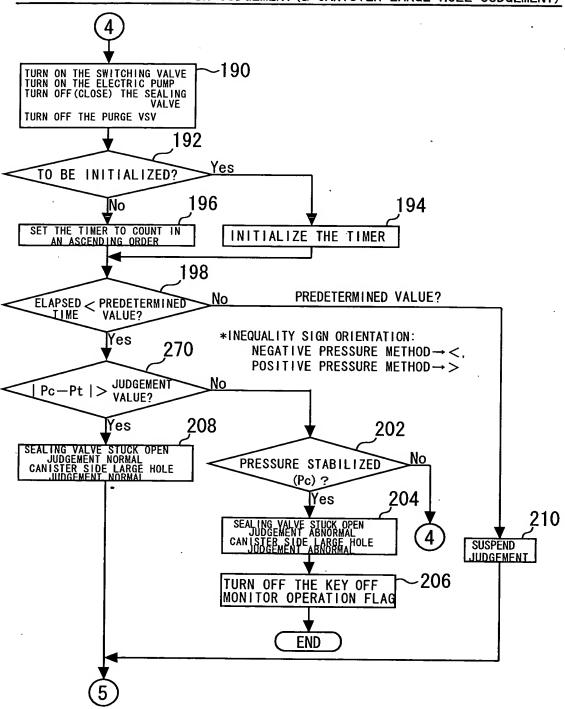
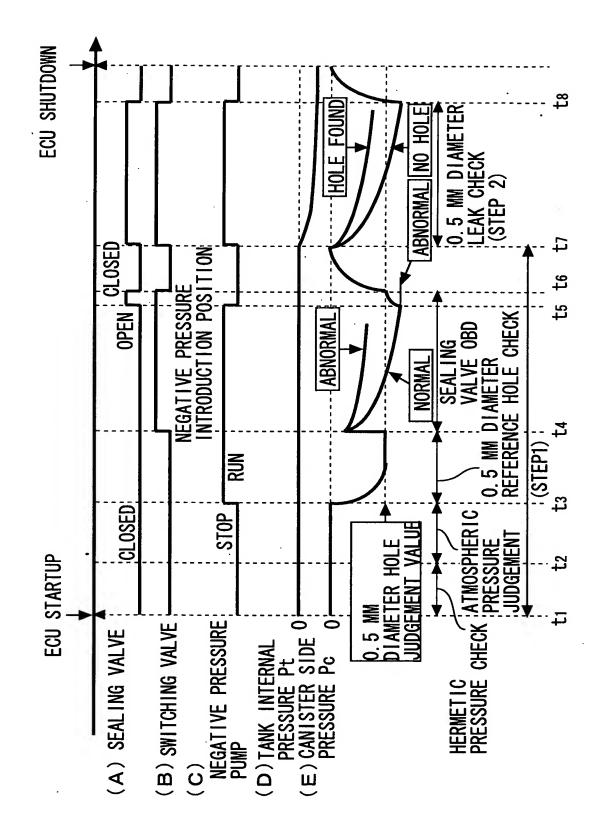


Fig. 13



NO CHANGE ≒Pc@t5 ECU SHUTDOWN OPEN : CLOSED NEGATIVEPRESSURE INTRODUCTION POSITION ABNORMAL SEALING VALVE OBD NORMAL HERMETIC
PRESSURE CHECK ATMOSPHERIC
PRESSURE 0.5 MM DIAMETER VALVI
PRESSURE 0.5 MM DIAMETER VALVI
JUDGEMENT REFERENCE HOLE CHECK NO HOLE S CLOSED STOP O.5 MM
DIAMETER HOLE
JUDGEMENT VALUE 0 **ECU STARTUP** NEGATIVE PRESSURE PUMP (E) CANISTER SIDE 0 PRESSURE Pc 0 (B) SWITCHING VALVE (A) SEALING VALVE (D)TANK INTERNAL PRESSURE Pt ပြ

t2

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Fig. 14

SEALING LUAL LUAL VALVE OBD ATMOSPHERE REINTRODUCTION INTRODUCTION ECU SHUTDOWN ABNORMAL OPEN' CLOSED NS. POSIT NEGATIVE PRESSURE INTRODUCTION POS ABNORMAL NORMAL O.5 MM DIAMETER REFERENCE HOLE CHECK CLOSED NO HOLE O.5 MM DIAMETER HOLE JUDGEMENT VALUE HERMETIC
PRESSURE CHECK ATMOSPHERIC
PRESSURE
C
JUDGEMENT STOP ECU STARTUP NEGATIVE PRESSURE Ö 0 (B) SWITCHING VALVE (A) SEALING VALVE (E) CANISTER SIDE PRESSURE PC (D) TANK INTERNAL PRESSURE Pt ပ

Fig. 15

DIFFERENTIAL PRESSURE JUDGEMENT

Fig. 16

SEALING VALVE STUCK CLOSED JUDGEMENT

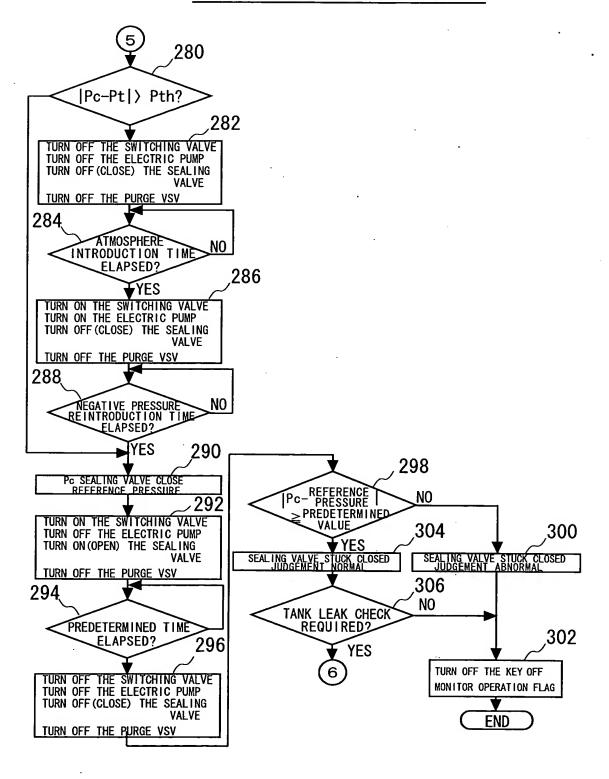


Fig. 17

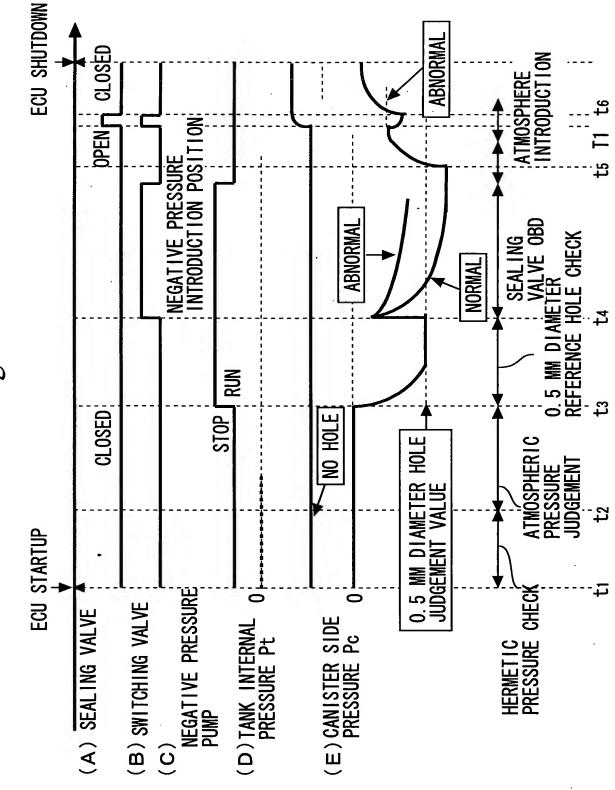


Fig. 18

